# INAUGURATION DAY

### CONTINUED FROM THIRD PAGE.

the other business on her docket even if it should require two-thirds of a century. This spirit of self-denial on the part of our public men cannot be too much commended. The duties of the last session have been arduous and to many of the last session have been arduous and to many of the leading men of both branches extremely embarrassing.

THE CHEDIT MOBILIER

required a great deal of deliberation of the most delicate character. Crédit Mobilier (as I have been informed by one of my near relatives, who is a corrector of the press), means credit that emigrates in spite of the utmost care on the part of members. Considerable credit has emigrated from Congress during the past Winter, the effect of which, it is to be feared, will be unwelcome, not having been placed where it will do the mest good to the parties concerned. It is a fact easily demonstrable that the country is larger the more square miles it contains, and the more populons in proportion to the number of its inhabitants. This should lead us to consider the means by which mational greatness may most easily be obtained. The people of

ST. DOMINGO

are pressing for admission into the republican

The people of

ST. DOMINGO

are pressing for admission into the republican party, and will add much to our force at my next election. What the policy of my government will be in that respect will depend upon the views I entertain. The Secretary of the Navv informs me that, under the present forms of construction, it will be impossible for our-ships of war to carry with them those dry docks and coaling stations, away from which their perils are extreme. The safest place in the world (as I am informed) for a ship of war is in a dry dock. The next is a coaling safest place in the world (as I am intormed) for a ship of war is in a dry dock. The next is a coaling station. We need these, therefore, whenever our ships of war go in search of our absconded com-merce, in the finding of which they have hitherto not been very successful. And now, isllow citizens and citizenesses, without regard to race, color or previous condition of servitute, I thank you for your strendance and bid you a welcome adieu. DON PIATT.

#### PRESIDENT GRANT'S INAUGURAL.

WASHINGTON, March 4, 1873. The following is President Grant's inaugural ad-

FELLOW CITIZENS-Under Providence I have been called a second time to act as Executive over this great nation. It has been my endeavor in the past to maintain all the laws, and, so far as lay in my power, to act for the best interest of the whole people. My best efforts will be given in the same direction in the future, aided, I trust, by my four

years' experience in the office. When my first term of the office of Chief Executive began, the country had not recovered from the effects of a great internal revolution, and three of the former States of the Union had not been restored to their

ederal relations.

It seemed to me wise that no new questions should be raised, so long as that condition of affairs existed; therefore, the past four years, so far as I could control events, have been consumed in the effort to restore harmony, public credit, commerce and all the arts of peace and progress. It is my firm conviction that the civilized world is TENDING TOWARD REPUBLICANISM,

er government by the people through their chosen representatives, and that our own great Republic is destined to be the guiding star of all others.

Under our Republic we support an army less than that of any European Power of any standing and a navy less than that of either of at least ave of them. There could be no extension of territory on this Continent which would call for an increase of this force, but rather might such extension enable us to diminish it.

this force, but rather might such that the left support in the theory of government changes with general progress. Now that the telegraph is made available for communicating thought, together with rapid transit by steam, all parts of a continent are made contiguous for all purposes of government, and communication between the extreme limits of the country made easier than it was throughout the old thirteen States at the beginning of our particular existence. ational existence.
The effects of the late civil strife have been to

The effects of the late civil strife have been to free

THE SLAVE
and make him a citizen, yet he is not possessed of the civil rights which citizenship should carry with it. This is wrong and should be corrected.

To this correction I stand committed, so far as Executive influence can avail. Social equality is not a subject to be legislated upon, nor shall I ask that anything be done to advance the social status of the colored man, except to give him a fair chance to develop what there is good in him. Give him access to schools, and when he travels let him feel assured that his conduct will regulate the treatment and fare he will receive.

The States lately at war with the general government are new happily

REHABILITATED.

and no Executive control is exercised in any one of them that would not be exercised in any other state under like circumstances.

In the first year of the present administration the proposition came up for the admission of st. nomingo

in the first year of the present administration the proposition came up for the administration of st. doministration of st. doministration of st. doministration of my seeking, but was a proposition from the people of St. Domininge, and which I entertained. I believe now, as I did then, that it was for the best interests of this country, for the people of St. Dominingo, and all concerned, that the proposition should be received favorably. It was, however, rejected constitutionally, and, therefore, the subject was never brought up again by me. In nuture, while I hold my present office, the subject of Acquisition of Territory must have the support of the people before I will recommend any proposition looking to such acquisition. I say here, however, that I do not share in the apprehension held by many as to the danger of governments becoming weakened and destroyed by reason of their extension of territory. Commerce, education and the rapid transit of thought and matter by telegraph and steam have changed all this. Rather do I believe that our Great Maker is preparing the world, in His own good time, to become one nation, speaking one language, and then armies and navies will be no longer required. My

will be directed to the namies and navies will be no longer required. My

Will be directed to the restoration of good feeling between the different sections of our common country; to the restoration of our currency to a fixed value as compared with the world's standard of values (gold), and if possible to a par with it; to the construction of cheap reutes of transit throughout the land, to the end that the products of all sections may find a market, and leave a living remuneration to the producer; to the maistenance of friendly relations with all our neighbors and with distant nations; to the restablishment of our commerce and our snare in the carrying trade upon the ocean; to the encouragement of such manufacturing industries as can be economically pursued in this country, to the end that the exports of home products and incan be economically pursued in this country, to
the end that the exports of home products and industries may pay for our imports, the only sure
method of returning to and permanently maintaining a specie basis; to the clevation of labor,
and, by a humane course, to bring
the aborigines of the country under the
benign influences of education and civilization.
It is either this, or a war of extermination. Wars
of extermination, engaged in by people pursuing
commerce and all industrial pursuits, are expensive, even against the weakest people, and are
demorralizing and wicked, our superiority of
strength and advantages of civilization should
make us lenient toward
The Indian. can be economically pursued in this country, to the end that the exports of home products and in-THE INDIAN.

The wrong already indicted upon him should be

The wrong already indicted upon him should be taken into account and the balance placed to his credit. The moral view of the question should be considered, and the question asked, "Cannot the Indian be made a useful and productive member of society by proper teaching and treatment?" It the effort is made in good faith we will stand well before the civilized nations of the earth and in our own conscience for having made it. All these things are not to be accomplished by one individual, but they will receive my sipport and such recommendation to Congress as will, in my judgment, best serve to carry them into effect. I begyour support and encouragement. your support and encouragement.

It has been and is my earnest desire to correct abuses that have grown up in

abuses that have grown up in

THE CIVIL SERVICE

of the country. To secure this reformation, rules regulating methods of appointment and promotion were established and have been tried. My efforts for such reformation shall be continued to the best of my judgment. The spirit of the rules adopted will be maintained.

1 acknowledge before this assemblage, representing as it does every section of our country, the obli-

a seknowiedge before this assemblage, representing as it does every section of our country, the obligation I am under to my countrymen for the greathour they have conferred upon me by returning me to the highest office within their girt, and the further obligation resting on me to reader them the best services within my power. This I promise, tooking forward with the greatest anxiety to the day when I shall be released from the responsibilities that at times are almost overwhelming, and from which I have scarcely had a respite since the eventful firing upon Fort Sumter in April, 1861, to the present day. My services were then tendered and accepted under the first call for troops growing out of that event. I did not ask for place or position, and was emiliely without inducate of the acquaintance of persons of influence, but was resolved to perform my part in a struggle threatening the very existence of the nation. I performed a conscientious duty without asking promotion or command, and ence of the batton. I performed a command, and duty without asking promotion or command, and without a revengeful feeling toward any section of without a revengent teems toward any section or any individual. Notwithstanding this, throughout the year and from my candidacy for my present campaign, I have been the subject of abuse and stander searcely ever equatied in political instory, which to-day I feel that I can disregard, in view of your verdict, which I gratefully accept as my vinuscation.

#### CLOSING SCENES IN THE HOUSE.

Those Who Appeared, Those Who Did Not Appear and Those Who Will Disappear-Garfield's Credit Mobilier Extennation-A Fitting End to the Forty-Second Congress.

WASHINGTON, March 4, 1873. The Forty-second Congress has expired after a fitful struggle, and its transactions are now only matter of history. Its last session has not been fruitful of great results to the country at large. A shrewd observer remarked that in its last session only two notable things were accomplished-first, the whitewashing of its exposed corruptionists, and, second, the increase of the pay of its members, putting a snug balance into the pocket of as it may, it is to be hoped that the coming Congress will profit by the sins of omission and commission of the last. The House assembled early this morning, but had a comparatively uninteresting session; the galleries were almost deserted, as the outside attractions were of such a nature as to carry sightseers in that direction. Comparatively few of the members were absent. During the early part of the forenoon routine business of no earthly interest to spectators was transacted with the usual skirmishing among opposition members, who carried their fighting up to the last. Judge Poland, the hero of the Crédit Mobilier investigation, appeared in a new blue coat to-day; it was made by a veteran tailor, one of the last survivors of 1812; his style of coat is Poland's strongest feature. Without a blue swallow-tail, festooned with gleaming brass buttons, he would cease to be Judge Poland. The venerable patriarch, who has engineered so many investigating committees in his Congressional lifetime, moved about this morning in an extra dignified manner, superinduced by his glossy new coat and a ruffled shirt bosom especially starched for the occasion. Sargent startled his intimates by appearing not in his usual shabby suit of grav, but in full black. However, he was not so thoroughly disguised as to be unrecognizable, for he hopped about in his usual undignified manner during the forenoon. Sargent retires from the House only for promotion to the Senate where his Pacific Railroad schemes will have a better field. Maynard, the Narragansett Indian from Tennessee, who longs, however, hopelessly, to be the Speaker of the next House, was more ghost-like than ever to-day; his long floated wildly down his back as he walked about in his stealthy way, pointing before him his long bony finger, after the fashion of the witch in Macbeth, as he punctured his objections in mid air. Sam Hooper, the block of pious respectability,

walked about with his hands in his pockets, and did as much as he ever does above board. Merrick was grave, almost stern, to-day; he sat at his desk in a thoughtful attitude with his glasses pushed high upon his forchead. He has gone out Congress that expired at twelve o'clock to-day. As an able legislator and a pure man in politics his presence can ill be spared. He was sacrificed to that anti-Greeley tidal wave which carried off so many last Fall. Samuel J. Randall was not, as usual, to-day at his desk five minutes at a time. He fidgeted about with his hands in his pockets, leering at everything that showed an objective point. His manner savored of aggressiveness, and, like a true soldier, he was vigilant to the last, Among one of the groups of members in earnest conversation to-day was William R. Roberts, of New York, who never voted for a corrupt scheme in his life, who in this session defeated the Goat Island bill and saved the Brooklyn Navy Yard. He was talking with Claggett, of Montana, who made that remarkable speech on Utah the other day. Throughout the hall little knots gathered here and there to have the little good-by talks incidental to the last day of the session. A visitor, in the neighborhood of ten o'clock, who was fa miliar with the Congressional faces and their histories, would have found much food for contemplation in looking over this band of Congressmen and noting the "ins" and "outs."

There was the jolly Peters, of Maine, who belongs to the latter category, because he refused re-election. Peters was one of the handsomest of the gray-haired men in the House, and of such a youthful temperament as to suggest the appellation of "Old Bey." Such men as he will be always missed when they depart from any circle. Eugene Hale, of the same State, one of the finest men in the House. was at his desk to-day, and took but little part in the incidents of the forenoon. He could be observed for a few minutes in conversation with the ponderous Admiral Goldsborough, who dropped into the House this forenoon. Hale is Senator -law. a and a handsome, youthful-looking man to boot. With these advantages he combines the qualities of an able debater, a conscientious legislator and a hard worker-qualities calculated to make him a valuable addition to the next Con-gress. Dawes smirked his usual number of self-satisfied smiles to-day. He seemed to have made up his mind for a failure in the Massachu setts Senatorship. His prospects have been considerably clouded by the C. M. exposé. Dickey and Haldeman, two as indifferent members as Pennsylvania ever sent to Washington, are among the outs. This will be nothing but gain to the coming Congress. Grandpa Shellabarger was, as usual, by the side of Judge Hoar to-day. Both were exceedingly calm and cheerful, having no political troubles on their minds to harass them.

Ben Butler did not come in to-day until half-past nine. He wore a dress suit and was quite respectable in appearance for a man whose paternity is disavowed both by gods and newspaper men. He said nothing to-day, being content with his past efforts in relation to the C. M. defence of Oakes Ames. The elephantine Hoax himself was absent, gone probably where the shovels dig, and, alas for incoming impecunious patriots! marble balls where he trafficked in C. M.'s and M. C.'s will know him now no more. Holman of Indiana, objected to the last. Beck, one of the democratic leaders, fortunately comes into the next Congress. The liberal reformer from Illinois did not come to-day until late. Farnsworth is one of the outgoing leaders. His grizzly bearded face, like an Eastern patriach, will rise up no more in opposition to everything in which he (Farnsworth) is not interested. This politician, under the guise of reform has always been on the crusade against nearly every bul that appropriated money, but he has been found with members who were after their little "rake." Thus in time he has lost the reputation of reformer and won only a reputation for inconsistency. He was one of the readlest debaters in the House and a perfect master of the art of flibustering. Many members will miss him with pleasure. Banks will be a real loss to the House. An easy, dignified gentleman, of rare ability, his absence will be more felt than that of any of the outgoing leaders. He was the finest speaker in the House, When his deep, ringing voice was heard in the hall-aimost upon every question-silence and careful attention were sure to follow. He was surrounded all this forenoon by members, who shook hands with him in a sorrowing, pathetic way, as if they dreaded to lose him. The tall and dignified Kerr, of Indiana, one of the ablest men on the democratic side, is a great loss to the opposition. He was one of the most honest of Representatives, and during his Congressional career has done in calculable service to his party and to his country. His powerful clarion voice rang out probfor the last time to-day in Congressional hall. His ready knowledge of the law and his skill as a debater made him naturally a leader, though he was not very sociable in his disposition. The silvery voice of Dan Voorhees has been heard, perhaps, also for the last time in the House. He, too, has gone down with the Greeley ship. The other day, when defending Brooks, he made beautiful allusions to "these halls which I am about to leave forever;" but for all that it is not impossible that the eloquent, long-haired

Hoosier statesman may turn ap here some years hance when he has outlived the disastrous effects of the last tidal wave. Sam Cox appeared to-day in black, banishing | cation.

for once his schoolboy roundabout, and appearing dressed like a Congressman. Poor Coxé When one thinks of him the mind instantly calls up "Box and Cox;" so full of humor and thrusts is this little man. He probably feels his departure from Congress more deeply than any of the outgoing members, as he never was more happy than when in the full sunshine of a Congressional sitting. He lightened many a dull, prosy debate by his rattling humor, which was always a godsend to the House, where solemnity of solid wisdom is often bandied to and fro in debate until the depression occasioned sometimes threatens serious effects. Sam, like the light wine to a heavy dinner, will be missed when not on the House bill of fare. Mercutio, as he is called by his colleagues, has served in Congress fourteen years, and he will be, like Macgregor, away from his native heath when banished

to private life. Bingham, the historical impeacher, leaves also the scene of his triumphs. He grew more and more bitter as his term was drawing to a close, and, with the Credit Mobilier trouble to sour his disposition, he has not been an over-agreeable companion of late. His gray hair has, during the last few days, grown more and more obstinate in its perverse brist-ling. To-day Bingham looked gloomy, not at all like the Bingham of old days, but a tart old man. He is promised something, they say, in the way of a foreign appointment to compensate him on his retirement from active political life. China is mentioned as the place where he is to be shelved. His many friends came up to him to-day as he lay back in his favorite position, gazing at

the skylights, to bid him goodby.

The last half hour of the session was full of interest. Garfield, the only C. M. member who has not yet recovered his equanimity, rose to a personal explanation. He promised a future state-ment, which he had not been able to bring before the Poland Committee, and once more asserted that his version of the affair was true and that he had related it to an intimate friend three years ago. Then Poland arose and said, in his graceful, dignified way, that the committee desired to do injustice to no one, and with this ended the C. M. liscussion for the Forty-second Congress.

One of the last scenes of the ferenoon was a tilt between Acker, a democrat, of Pennsylvania, and Rainey, the colored member from South Carolina. Acker explained why he had been the solitary dissenting voice to the vote of thanks given to the Speaker the previous session. He then, in a rambling strain, reproached the Speaker with having one day kept him from the floor when he wanted to present the Amnesty bill. Speaker Blaine listened in a good-natured way, never noticing Acker any more than if he had been talking about some indifferent topic, when Rainey, probably instructed by the republican members, took the floor and made a speech full of bitterness and complaint about the wrongs of his race, which attracted quite a large crowd around him.

"Talk about your Amnesty bill for rebels," said he, "and what about the Civil Rights bills ?" Acker attempted to reply, but his own side, to their credit, prevented him. Acker is a man who leaves Congress for the good of the democratic side. This wrangle between a darky and an insignificant democrat was a fitting end of a Congress which has so many sins to answer for.

At ten minutes to tweive Speaker Blaine made a very graceful speech, amid the most profound silence and attention. He made feeling allusions to his past happy relations with the members, remarking, with a just pride, that not one of his rulings had been reversed. The members appeared deeply touched, and it was evident that they looked with something like affection upon the man who had presided over them in the most trying emergencies with so much ability, firmness and impartiality. Several of them remarked that, as a presiding officer, Blaine has not been surpassed by any former Speaker, and that since the days of Banks he has not been equalled. At five minutes to twelve down came the gavel for the last time, and the Speaker, amid selemn silence, adjourned the Forty-second Congress without day. The members then formed a procession, headed by Speaker Blaine, and went over to the Senate."

#### WEST POINT CADETS FROSTBITTEN.

WASHINGTON, March 4, 1873. It is reported that two or three of the West Point Cadets had their faces, hands and feet badly frosted this morning, and that several other sol-diers suffered severely from the intense cold and biting wind while forming and during the parade.

### UTAH AFFAIRS.

SALT LAKE CITY, March 4, 1873. The intelligence that the House this morning laid aside the Senate bill on Utah affairs, created no excitement. The people generally are glad to be relieved of the great suspense of the past lew days. The Mormons evince no especial exuitation, though much pleased, but say they expected no other result. The News (Church organ) says:—"The bill, as amended, was not so objectionable, but still a foul blow at republican institutions, iree government and the rights and liberties of citizens."

citizens."
The Journal (Gentile) says:—"We don't despair of right, and will finally win. Grant, our leader, never was and never will be beaten." Leading Gentile are greatly disappointed.
The Utah Southern Railroad is still blockaded, though overland travel is uninterrupted.

### THE LOUISIANA HUBBUR.

NEW ORLEANS, March 4, 1873. The following was telegraphed to-day:-

To Judge EDMUNDS, United States Senator, Wash-

ington:— The citizens of Louisiana, through the Committee of Two Hundred Citizens, respectfully and carnestly call upon the Senate of the United States to take immediate action upon the creaentials of the Hon. W. L. McMillun, and give the country their judgment upon the question whether the McEnery government, which we recognize and support, is not the rightful government of this State.

THOMAS A. ADAMS, Chairman, Franklin, La.

At a mass meeting in Mary's Parish it was re solved to resist the Kellogg government and to support the McEnery government. All endorse and approve of the resolutions adopted by the people of New Orleans at the Lafayette square meeting on the 28th uit.

#### ANOTHER CHANCE FOR A MASSACHUSETTS MURDERER.

BOSTON, March 4, 1873. An application was made this morning by Messrs, T. H. Sweetser and Charles J. McIntire auages Gray and Ames, of the Supreme Court, before whom James McElhany was convicted of the
murder of his wife, for a reopening of the case.
The Attorney General was present and took the
ground that under the law the matter could not
again be inquired into, and that such a proceeding
was unprecedented in this commonwealth. Without going into the merits of the case the Judges declided to have the application heard before the full
Court. Judges Gray and Ames, of the Supreme Court, be-

### RAILROAD CONSOLIDATIONS.

Boston, March 4, 1873. The Boston and Providence Railroad and the Stoughton branch road were consolidated to-day, and the initiatory steps were taken towards the purchase by the Boston and Providence of the Providence, Warren and Bristol road. The Providence and Boston Company will soon have a line of ranroad between Fall River and Providence.

### RAIDING A BOSTON WINE DEALER.

BOSTON, March 4, 1873. The revenue officers have cleaned out the well known wine establishment of M. Englehardt & Co., in Joy's building on Washington street, seizing in Joys outland of washington street, seizing altogether about seven thousand dollars' worth of wines. The firm occupy a large room in one corner of the building for the sale of German wines and other liquors and for a refreshment establishment, and the place has been a favorite resort for persons fond of German wines and other drinks. The revenue officers found on examination that the firm occupied the cellar, extending under the whole building, and in which they had made complete arrangements for carrying on a rectifying business, being supplied with alcohol, spirits, bitters, chemicals, Jamaica rum and hearly all the important wines, which it was apparent to the officers they were in the habit of "extending" by reducing with water and emoreting with spirits. They also found liquors which had been mixed in carries already stamped, and from which other original contents had been emplied. It appeared that the firm were properly licensed as wholesale and retail liquors were taken possession of by the officers and a compaint entered in the United states Court. It is understood that the firm have given a bond for about \$7,000, covering the liquors seized, and the matter will be carried to Washington for adjudication. altogether about seven thousand dollars' worth

#### WEATHER REPORT.

WAR DEPARTMENT,
OFFICE OF THE CHIEF SIGNAL OFFICER,
WASHINGTON, March 5-1 A. M.

Probabilities, For Wednesday the barometer will continue rising in New England, with clear weather; northwest winds backing to west, with falling and stationary temperature. For the Middle States, winds backing to west and southwest, with rising temperature and pleasant weather. For the South Atlantic and Gulf States, erly winds and rising temperature. weather on the Western Gulf coast. For the Ohio Valley and Lake region and westward to the Missouri, falling barometer, southerly winds, rising temperature and increasing cloudiness. Special for Washington.

Westerly winds and low temperature in the morning, followed by southwest winds and decidedly warmer temperature Wednesday afternoon and evening.

Cautionary signals continue at Norfolk, Cape May, New York, New London, Boston and Port-

#### ALLEGED TICKET SWINDLES.

A Pan Handle Conductor Arrested Charged with Having Used Railroad Tickets Several Times Over.

CINCINNATI, Ohio, March 4, 1873. A preliminary examination of William Russell, a onductor on the Little Miami division of the Pan Handle Railroad, from Cincinnati to Pittsburg, charge of embezziement. The specification was that on the 20th of December last, between Cincinnati and Columbus, he took up two coupon tickets from Cincinnati to Pittsburg, neglecting to punch them on giving back checks to passengers. punch them on giving back checks to passengers. Detective Akers testified that on December 20 he saw Conductor Russell, between here and Columbus, take up coupon tickets, numbered 319 and 320, from Cincinnati to Pittsburg, without punching and give checks for the remainder of the trip; also, that returnining at once to Cincinnati he bought the next day identically the same two tickets of Stephen Gano, Rurnet House, ticket agent of the Pan Handle road, paying \$22 for them. These tickets were produced and identified in Court by three witnesses, all of whom testified substantially the same as Detective Akers. No evidence has yet been produced to show how these tickets found their way into the agent's hands. The examination continues to-day. The testimony so far does not implicate Stephen Gano. Russell has able counsel.

#### TOWN ELECTION IN BURLINGTON, VT.

BURLINGTON, Vt., March 4, 1873. At the city election to-day Mr. L. C. Dodge, a republican, was elected Mayor by 117 majority, and Mr. M. R. Tyler, republican, City Judge by 41 majority.

#### ANOTHER RAILROAD TICKET SWINDLE.

BUFFALO, N. Y., March 4, 1873. A sharper purchased from a railroad ticket agent in this city two tickets over the Great Western Railway from Suspension Bridge to Denver, Colo rado, by a forged check. Travellers will do well not to purchase tickets marked form 316, Nos. 400 and 401, as the holders of the same will be arrested on presentation of them.

### SHIPPING NEWS.

#### WHITESTONE TELEGRAPH.

The NEW YORK HERALD has constructed a telegraph line from New York city to Whitestone. LI, and the same is now open for the transaction of business.

The line will be found of great service to those having business with vessels passing to and from the Sound, and every facility will be given to merchants and others to ommunicate promptly.

As there is no other telegraph communication with

As there is no other telegraph. communication with whitestone, the Herald Line will be open for all business and private messages, and the same attended to with all possible despatch.

All messages must be prepaid.

The following rates have been established:—

Private messages, twenty-five cents for ten words or less; two cents for every additional word.

dellar; five cents for every additional word.

Advertisements for the New York Hebald free.

OFFICES.

Herald Office, corner Broadway and Ann street. Herald Ship News Office, pier No 1 East River. Herald Branch Office, No 1265 Broadway. Herald Branch Office, corner Boerum and Fulton

streets, Brooklyn.

Whitestone Dock, Whitestone, LL.

At the Herald Branch Offices, corner of Boerum and Fulton streets, Brooklyn, and 1255 Broadway, New York will be a bulletin of the arrival of all steamers daily.

Almanac for New	York-This Day.
ern and Moon, on rises	HIGH WATER. Gov. Islandmorn 12 58 Sandy Hookmorn 12 13 Hell Gatemorn 2 43
oon seesmorn 12 38	men Gatemorn 2 45

Moon sets	morn 12	38 He	li Gate	3 II	orn	2 43
	OCEAN	STE	MEI	RS.		
DATES OF	DEPARTURE MONTH	FROM OF M	NEW ARCH.	YORK	FOR	THE
Andrew Company	4 1000	100 Maria	THE REAL PROPERTY.		- A	_

MONTH OF MARCH.					
Steamers.	Sads.	Destination.	Office.		
,	Web 5.	Liverpool.	169 Broadway.		

Spain	M'ch 5	Liverpool	169 Broadway.
Idaho	M'ch 5		29 Broadway.
Caledonia	M'ch 5	Glasgow	7 Bowling Green
Silesin	M'ch 6	Hamburg	61 Broadway.
	M'ch 8.		69 Broadway.
City of Brooklyn	M'ch 8		15 Broadway.
Republic			19 Broadway.
Denmark			69 Broadway.
California	M'ch 8	Ginsgow	7 Bowling Green
Main.	Mich 8	Bremen	7 Bowling Green 2 Bowling Green
Pereire	Mich 8	Havre	58 Broadway
Italy	Mich 12	Livernool	69 Brondway
Minnesota	M'ch 12	Liverpool	20 Broadway
Hansa	Mich 12	Bremen	2 Bowling Green
Frisia	Wich 13	Hamburg	61 Broadway.
City of Brussels	Mich 15	Livernool	In Broadway
Adriatic	M'ob 15	Liverpool	19 Broadway
Deutschland	Mich 15	Bromon	2 Powling Green
Manhattan	Mah 10	Lavarnoni	90 Browings
		Hambury.	61 Broadway.
Westphalia City of Antwerp	M'ch 20	Livernool.	In Broadway.
City of Antwerp	M CH 22.	Green poor.	150 Broadway.
Ville de Paris	M CH 22.	HILLARD	100 Droad Way

### PORT OF NEW YORK, MARCH 4, 1873.

### CLEARED.

Steamship Spain (Br), Grace, Liverpool via Queenstown—F W J Hurst.
Steamship Algeria (Br), Le Messurier, Liverpool via Queenstown—C G Francklyn.
Steamship Idaho (Br), Morgan, Liverpool via Queenstown—Williams & Guion.
Steamship Caledonia (Br), Ovenstone, Glasgow—Henderson Bros.
Steamship Humboldt. (Gr.) hip Humboldt (Ger), Arnold, Havre, &c-Chas ammelsberg & Co. Steamship Leo, Dearborn, Savannah—Murray, Ferris & Co. Steamship Charleston, Berry, Charleston—H R Morgan & Co. & Co.

Steamship Old Dominion, Walker, Norfolk, Petersburg
and Sichmond—Old Dominion Steamship Co.

Steamship Neptune, Baker, Boston—H F Dimock
Ship Mikado (Br), Ilbery, London—Peabody, Willis &

Bark Benefactor, Hayden, Shanghae—A A Low & Bros. Bark Wm Prowse (Br), Fenley, Liverpool—Walker & Renwick.
Bark Emulation (Br), Hentz, Stettin-Chas L Wright & Bark Carlton, Trecartin, Matanzas-Brett, Son & Co. Bark Piorence Peters, Mitchell, Cardenas-Miller &

loughton. Brig B F Nash, Hopkins, Seville—John Zittlosen. Brig Edward (Br), Lange, Aruba—G Wessels. Brig J Polledo (Br). Dver, Havana—Miller & Houghton. Brig Mary C Mariner, Durgin, Havana—Jas E Ward & Brig Florence, Rathbun, Mobile—E D Hurlburt & Co. Schr J J Harris, Hudson, Baracoa—Isaac C Staples, I Schr F W Johnston, Marts, Galveston—M V McMahan. Schr Saarbruck, Clark, Jacksonville—W Ray. Schr Enchantress, Phillips, Savannah—Evans, Ball &

chr Sunny South, Derickson, Wilmington, NC-E S Powell.
schr J M Rapp, Cole, Richmond, Va—Siaght & Petty.
Schr M E Byard, Camp, Richmond, Va—Slaght & Petty.
Schr M A Tyler, Peterson, Georgetown, DC—Siaght &

Petty.
Schr Storm King, Higgins, Baldmore—Slaght & Petty.
Schr George C Jewett, Patterson, Boston—P I Nevius & Son.
Schr Progress, Van Valkenburg, New Haven-H W
Jackson & Co.
Schr S P Godwin, Waterbury, Stamtord-Stamford Manufacturing Co. Schr O C Acken, Meade, Stamford—Stamford Manufacturing Co. Sloop Emma, Cuff, New Haven—H W Jackson & Co.

### ARRIVALS.

REPORTED BY THE HERALD STEAM VACHTS AND HERALD WHITESTONE TELEGRAPH LINE.

Steamship Minnesota (Br), Freeman, Liverpool Feb 18, with mase and 30 passengers to Williams & Guien. Feb 26, lat 47 10, lon 42 25, exchanged night signals with a brig rigged steamship, bound east, showing red rocket and red and white light amidships, March 2, 1-15 FM, passed a bark-rigged steamship, bound east, showing LUGF (commercial Code). Experienced a very severe snow storm 3d, with the wind about N. Steamship Wyanoke, Couch, Riemmond, City Point and Nortolk, with mise and passengers to the Old Domimon Steamship Co.

#### Passed Through Hell Gate. BOUND SOUTH.

Brig John Balch, Hodgden, New Haven for New York, Schr H S Bridges, Landrick, Calais for New York, 28 days, with plaster of John Boynton's Son & Co. Feb 13, on Nantacket Shoals, during a heavy blow from NNW, carried away foretopmast.

Schr Vesper (Br), Morrison, Ponce for New York, 23 days, with sugar to D B DeWolf & Co.

Schr Trade Wind, Ingraham, Orient for Hoboken, Schr Bertha, Conover, Providence for South Amboy. Schr Salle Burton, Falmer, Stamford for New York. Schr Evelvn, Burger, Stamford for New York. Steamer Doris, Young, Providence for New York, with

BOUND EAST.

Steamship Nercus, Bearse. New York for Boston.
Steamship Wamsutta, Fisn, New York for New Bedford.
Schr Wm F Burden, Adams, New York for Providence,
Schr Ellen, McQueen, New York for Gloucester.
Schr Ellen, McQueen, New York for Boston.
Schr Allen, McQueen, New York for Boston.
Schr Adelia (Br.), Foote, New York for Boston.
Schr Adelia (Br.), Foote, New York for St. John, NB.
Schr Lottie, New York for Boston.
Steamer United States, Dayls, New York for Fall River.
Steamer Gaiatea, Gale, New York for Frevidence.

#### SAILED.

Steamships Delta, for Bremen: Maas. Rotterdam: Leo-Savannah: Old Pominion. Bichmond, &c: ship Carls-brook Castle, London: barks Sunny Region. Stettin; Horatio Sprague, Dunedis and Wellington, NZ: brigs Sarah E Kennedy, Havans: Ellen P Stewart. Cleintegos: Ne-ponset, Maita; Sile, Wanks River; Daylight, Barbados: schrs Anna A Holton, Indianola and Corpus Christi; Geo H Squire, Chester, Del.

#### Wind at sunset NW, fresh. The Herald Almanac,

whose great issue of 1873 is now ready and procurable at all news stands, is a work of special interest to the whole Subjection in the whole subjection interest to the whole subjection community of the great commercial port of New York; to all captains of vessels of United States or foreign bottoms; to pilots in every principal scaport of the world; to the navigator and the mariner in whatsoever direction they steer, outward or homeward bound; to the trader and seaman on the deep and often tempest-visited waters of our great inland lakes and rivers. To waters of our great mand ages and rivers. 10
the "Mariners' Guide," collated from the columns of the
Naw York Herald and never before published for ready
reference and information, till it formed one of the specialties of the Herald Almarac, are added to the greaissue of 1873 cyclone and hurricane charts of the tempests that so frequently sweep over the seas of the North-ern and Southern Hemispheres, with directions how to avoid their influence and escape their dangers; caution-ary and weather signals of rare value; tables showing the time of high water at all the principal ports of the United States; depth of water on the bars of the principal scaports; list of life-saving stations, funnel marks and night signals of the Aliantic stempting companies' yes. night signals of the Atlantic steamship companies' ves-sels; code of fog signals: change and description of lighthouses and lights, buoys, &c. &c. on all the coasts of the world. The HERALD ALMANAC is sold at the nominal

Marine Disasters. STEAMSHIP VADERLAND (Dutch), Vonder Havden, from Philadelphia for Antwerp, while proceeding down Delaware Bay March 2, AM, ran on the Ridge near Newcastle, Del, but came off at 3 PM, and proceeded.

ware Bay March 2, AM, ran on the Brige near Newcastle, Del, but came off at 3 PM, and proceeded.

Steamship Volunteen, from New York for Wilmington, NC, before reported ashore on Kittyhawk Beach, went to pieces on Saturday morning during a heavy gale. A portion of the hull lies bottom udwards. The cargo lies on the beach waiting shipment to Wilmington.

Bakk Oneco, Phillips, from Savannah for Callao (before reported), while lying at anchor at Tybee, was discovered to be on fire at two o'clock on the morning of the 26th ult, in the forepeak, between decks, just forward of the windlass, by the mate, who hoisted a signal of distress and went to work to do what he could to save the vessel. The tug Bramhall, noticing the signal, drew alongside the Onece and commenced to pump water into her. As it was found the fire could not be reached the mate catermined to scuttle the vessel, and holes were bored through her side. As she was loaded with lumber, to sink her was next to impossible, and the onlie effect of the souttling process was to lower her about three feet. She drew 20 feet when ready for sea, and now draws 23. The fire was finally extinguished at 1 PM 26th, and the crew set to work getting out the lumber. Arranvements were being made for her repair and raising, and within 14 days she will be ready fer sea.

SCHR MUNNIKK, from Sabine fer Galveston, went ashore foot of Mechanic street, Galveston, about 3 o'clock morning of 25th ult, owing, it is alleged, to the change of position of the lighthouse. It is doubtful whether she can be got afloat without great expense and labor.

SCHR JARKS S MOLOY (where from or bound not stated) went ashore at Cape May morning of 4th inst during a heavy gale from the northwest, and will probably break up.

SCHR DAVID FAUST, Lord, at Charleston 28th ult from Havana, had heavy weather the entire passage, and Schi B A Ford, Carpenter, from St John, NB, for Providence, was wrecked near Boothbay on the 28th ult-Crew saved.

Crew saved.

STEAMER GRACE INVING, of New Bedford, lately sunk at Boston, has been raised, and it was ascertained that the cause of the mishap wasowing to the plug of the escape pipe, which had become by some means detached.

NEWBURYFORT, March 2—The schr Clara Rankin, which was towed up from Ipswich on Sunday, has been lying at the mouth of that river since the middle of December last. During last week, the oakum from her seams being drawn by the ice, she sunk. After being lightened her seams were calked and the coal was replaced on board, and will now be shipped over the City Railroad to its destination.

#### Miscellaneous

AMERICAN LLOYDS' UNIVERSAL RECORD OF SHIPPING-The March supplement to this work, published by Thomas D Taylor, is now out, and contains a descriptive list of a large number of new vessels and resurveys, besides the usual amount of valuable information in reference to

Ship Dexter-We understand that ship Dexter has been sold by Isaac Dexter, Esq, to Samuel G Reed, Esq, for about \$80,000. The D is 1278 tons. She was built at Quincy, Mass, in 1867, and arrived at Queenstown Feb 24 from Sas Francisco.

BARK FANNIE, 393 tons, built at Sedgwick in 1857, inc-talled in April, 1871, has been sold at \$6,500. RARK HERALD, of New Bedford, 300 tons, has been sold to Win T Harward, of London, on private terms. She is to be employed in the merchant service. RARK ROSK ROAK, 397 tons, built at Princeport, NS, in 1865, has been sold on private terms.

1865, has been sold on private terms.

WHALING BARK TRIDENT, of New Bedford, before reported wrecked in the Bay of Panama, was sold at public auction on the 13th ult for account of "whom it may concern." The bulk as it lay was knocked down to the Pacific Mail Company at \$830. The baiance of the property was disposed of at equally good prices to various bidders, the Pacific Mail Company being the chief purchasers. The total sale amounted to about \$4300.

rescued from the sinking wreek of that 1872.

The British Board of Trade have awarded a gold watch to Capt George J Pierce, of the ship St Louis, of St John, NB, for his gallaut services in rescuing the master and crew of the bark Redan, of London, on the 26th of November last.

Goss & Sawyer, of Bath, are building a

crew of the bark Redan, of London, on the 20th of November last.

8htprullding—Goss & Sawyer, of Bath, are building a beautiful ship of 1000 tons for Capt Allen Besse, of Wareham, and others. The following are her dimensions:—Length, 180 feet; breadth, 36 feet; depth, 20 feet. She is to receive all the improvements, embracing Forbes rig, &c. and is to be commanded by Capt W H Besse, now master of Bark Aiden Besse.

The following vessels are on the stocks at Calais, Me, and will be launched on the opening of navigation:—A schr of 240 tons, built by O B Bideout; another of 170 tons, by Robertson & Bros; another of 240 tons, by Boardman Bros; another of 180 tons, by W H Binds; another of 140 tons and a bark of 710 tons, by Short Bros. Besides these the following vessels are to be built the coming season:—Messrs Nickerson & Rideout, 13-masted schr, 230 tons burthen; Rideout & Lord, 2 schrs; Nickerson & Rideout, 1 schr; O F Hinds, 1 3-masted schr and 1 2-masted schr, 28thort Bros, 1 schr, 400 tons; Boardman Bros, 1 schr, 170 tons, and one schr. 190 tons.

Short Bros. I schr. 400 tons; Boardman Bros. I schr. 170 tons, and one schr. 190 tons.

LAUSCH—The iron screw steamer Collma, of the Pacific Mail Steamship Company, was to have been launched at Roach & Co's shipyard, Chester, Pa, yesterday (4th). The dimensions of the Collma are as follows:—Length on Geck, 315 lect; length on 19 foot water line, 229 feet; beam (monided), 40 feet; depth from spar dock. 25% feet beam (monided), 40 feet; depth from spar dock. 25% feet in the collection of Capt F R Baby, General Superintendent of the Pacific Mail Steamship Company.

Whatemen.

Whalemen.

Bark Matilda Sears, of Dartmouth, put in at Stewart's Island, NZ, Nov 28, for shelter, with a 190 bbl wh in tow; took a 90 bbl wh a week previous.

Bark Arnolda. Bouldry, of NB, at Honoluin, was to sail on Dec 23 for the westward, and would touch at cluam in the Spring.

Bark Jas Allen, Kelly, of NB, at Honoluin Dec 23, was to sail that day, and would touch at Sagasaki in the Spring. Had landed all her oil, 500 bbls of which would be shipped by the Syren; balance in the Spring.

At Bay of Islands Dec 18, James Arnold, Briggs, from a cruice, 50 sp. 1909 wh and 4909 bone. Capt Briggs reports as follows:—Adeline Martin, 60 sp. 390 wh; Lydis, Gifford, 28 sp. 393 wh; Three Brothers, Witherall, 1459 sp. 395 wh; Three Brothers, Witherall, 1459 sp. 395 wh; and 170 wh; Abm Barker, Poster, 100 sp and 525 wh; Milton, Wilsen, nothing since leaving Russell last month; Dec 23, Janet, Macy, 16 tons, from South Seas, 540 sp.—no reports. reports.
Salled from Homolulu Dec 20, ship Marengo, Barnes, of
Salled from Homolulu Dec 20, ship Marengo, Barnes, of
NB, to cru.sc; 21st, barks Jus Allen, Kelly, of NB, do; 25th,
Arnoida, Bauldry, of NB, do. Spoken.

Spoken.

Ship Fleur de Lis (Br), Rees, from San Francisco (Nev 17) for Liverpool, no date, lat \$29 N, lon lis W.
Bark Germania (Ger), Evers, from Baltimore for Rotterdam, Feb 14, lat 47 53, lon 63.

Bark Augusto (Ger), Von Harten, from Baltimore for Bremen, Feb 16, lat 49 40, lon 650,
Bark Victoria (Ger), 110 days from Taganrog for New York, Feb 1, lat 23, lon 48.

Bark Edge (Halb, Massellone, from Marseilles for New York, no date, of Aspiens Channel.
Schr Mary J Adams, from Baltimore for Savannah, no date, off Frying Pan Spoals.
Schr Neille Crowell, Crowell, from New York for Galveston, Feb 21, of Sombrero.

BREMERHAVEN, Feb 13-Arrived, steamship Penedo (Br), Brandhaver, Feb 13—Arrived, steamship Penedo (Br., Cain, New Orleans.

Bisel 4—Arrived, steamship St Laurent, Lemiter, New York for Havre.

Blatia, Jan 7—Arrived, schr Ane (Dan), Storm, New York of Havre.

Orleans of the Storm, Storm, New York; Bl., Dissert Freya (Ger., Kruse, Get 224, Johann (Jer.), Wilshusen, do. for Cape Town, Cill (see Disasters), 24th, Pennochena (Durch), Keetse, New York.

Callao, Feb 11—Arrived, bark Monroe, Nielson, Mollendo: 12th, ship Freedom, Bradley, Guanape; bark Carlota, Severino, Tombez.

In port Feb 13, ship Henj Bangs, Batcheller, disg; Jeremlah Thompson, Kennedy, do; bark J W Holmes, Holmes, do, for Fuget Sound and Valparaiso; and others as before.

Canneras, Feb 19—In port bark Rialto (Br), Sandford, dist. for Baltimore.

DONGENESS, Feb 13—0ff, Dr Peterman, Buddelman, from New York for Bremen.

PALMOOTH, Ja, Feb 5—Arrived, schrs Florence N Tower, Perry, Norfolk: 7th. Astra (Br), Haskings, New York.

GENOA, Feb 14—Cleared, bark St Cloud, Barstow, Leg-ALTER, Feb 5-Arrived, steamship Lumley Castle frown, Suez, &c, with tea (and sailed 6th, reported Ginaltzan, Suez, &c., with tea (and saided or New York.

HAVER, March 3-Sailed, steamship Ernst Moritz Arnda (Ger), Dryer, New York.

Arrived Feb 27, bark Lincoln, Trott, Galveston.

HONOLULE, Feb 7-Sailed, ship Sumatra, Mullen (from HONOLULE, Feb 7-Sailed, ship Sumatra, Mullen (from HONOLULE, Feb 7-Sailed, ship Sumatra, Mullen (from HONOLULE). Honoloul, Feb 7—Sailed, ship Sumatra, Mullen (from San Francisco), Hong Kong.

HATMA, March 1—Arrived, steamship City of Mexicou Sherwood, Vera Cruz for New York (to sail 5th).

KINGSTON, Ja, Feb 7—Arrived, schr Chas Dennia, Bendon, Aruba (and sailed lith for New York via Milk River); 16th, bark Brazil (Br), Mackie, New York; brig Ella Valk (Br), Gamage, do.

Sailed 14th, brigs S. P. Musson (Br), Coffill, New York via Falmouth, Ja; 16th, Nellie Antrim, do, via Sailt River, 15 almouth, Ja; 16th, Nellie Antrim, do, via Sailt River, 15 almouth, Ja; 16th, Nellie Antrim, do, via Sailt River, 15 almouth, Ja; 16th, Nellie Antrim, do, via Sailt River, 16 almouth, Ja; 16th, Nellie Antrim, 16 almouth, 16 Ja.

LIVERPOOL, March 1—Arrived, ships Screamer, Hall.
Savannah: 2d, Alexandra (Br), Brown, do; 3d, bark
Tiger, Miller, Galveston.
Arrived 4th, steamship Celtic (Br), Thompson, New
York: ships Bridgewater, Sisson, San Francisco; Intrapid, Simmons Charleston; barks Tranmere (Br), McBiheney, do; H L Routh, Martin, Savannah: Glenrallock
(Br), Skeen, Galveston; Araldo (Aus), Tarabochia, New
Orleans.

ricans. London, March 3—Arrived, ship Magnet, Crosby, Yoko-

LONDON, March 3—Arrived, steamship Trinacria (Br),
Moville, March 4—Arrived, steamship Trinacria (Br),
Monnovia, Feb 1—In port bark Greyhound, Havling
from Sierra Leone.
Matanzas, Feb 21—In port brig Maggie Vali (Br), Holtfor Haltimore, Idg.
Passanovano, Jan 3—Sailed, Menam, Osmont, New
York. fork. Rvz. Feb 16-Passed, Edmund, Bullerdeick, from Sa-RYE, Feb 16—Passed, Edmund, Bullerdeick, from Savannah for Hrmbure. 2—Sailed, steamship Rotterdam Outch), Hues, New York.

RIO JANKIRO, Feb 7—In port ship Grey Eagle, Coffin, for Baltimore; bark P. C. Warwick (Sr.), Kline, for New York, idg: brig Wm Cundell (Br), McFarland, from Buenos Ayrea, arrived Jan 7; and others as before.

SOURABAYA, Jan 3—Sailed, Sultana, Masson, New York; th, Tilde Figlia, Lavarello, do., Sagua, about Feb 22—In port bark Zulma, Peterson, for Philadelphia, idg: brigs John Welsh, Jr., Vanselow, and F B Kirby. Collins, for do, do: achra Abby L. Dow, Young, for north of Hatteras: Lottle Klotz, from —, arrived Bill, to load for north of Hatteras.

ST JORN, SR, Feb 27—Cleared, schr Lizzie Irwin, Thompson, Matanzas. ST JORN, NB, Feb 27—Cleared, schr Lizzie Irwin, Thompson, Maianzas.—Sailed, ship Niagara (Br), Fry (from Newastle, NSW), San Francisco; 30th, bark James A Brown, Greenish, Meilliones (is also reported chartered to load nitrate at judique for United States); schr Enterprise, McAllep, San Francisco.

In port Feb 1, ship Alex McNeil, Storer, from New York, arrived Jan 26; Norway, Woodbury, wtg orders; barks E, PBuck, Curtis, from Liverpool, arrived Jan 30; Cambridge, Doyle, from San Francisco, arrived Jan 30; Cambridge, Doyle, from San Francisco, arrived Jan 26; Ams Gambles Br), unc (before reported for San Francisco). Chartered—Ship Kit Carson. Spencer (to arrive), to load guano in Peru tor Europe; bark City of Bangor, Menzies, to load intrate at iquique for Cork tor orders to a port in United Kingdom or Continent, at 22 17s 6d.

American Ports. ALEXANDRIA, March 1-Sailed, schr W F Garrison, ALEXANDRA, BAFCH I—Sailed, sent Wr GATBOR, New York.

BOSTON, March 3—Arrived, steamships Roman, Baker, and Leopard, Hurhes, Philadelphia; schrs Chas E Glisson, Thatcher, New Orleans; John A. Lewis, Paina, Dealis Island; Louwood, Rogers, and Altec, Barthan, Dealis, Harden, Parante, One Friends, Jeffers, and Saille M Stealind, Steeliman, Battelinder; Evic Davis, Franham, Philadelphia; Empire State, Baker, and Eugene, Hall, New York.

York. Cleared—Brig Novelty, Havener, Cardenas; schr Pred Walton. Rich. Philadelphia.

BALTIMORE, March 3—Arrived. steamer Geo Apnold.
Loveland, from Boston via Norfolk; brig Chesapeake
(Br), Doc. Demerara; schrs John J Ward, Inman New
York: Ed Slade. Soper, do; M P Smith, Grace, do; W H
Kenzel. Soper, Hoboken; Clara Lippincott, do; John K
Shaw. Cox. do. ork: Ed smur, Hoboken; Clara Lappineou, av, tenzel, Soper, Hoboken; Clara Lappineou, av, tenzel, Soper, Hoboken; Clarad-Brig Redwing, Snow, Rio Janeiro; schrs A D duddell, Long, New York; Wm Arthur, McDuffle, Provilence: T J Tratton, Swett, Portland, Emms Brown, Bease, Boston; Jas H Gordon, Irelan, Galveston; Maris Pierson, Grant, Hoboken; Mary P Hudson, Yaughn, do; John K Shaw, Cox, do; Enoch Moore, Chambers, do; David Crowell, Low, Danvers; Adeline Townsend, Rispayld Crowell, Low, Danvers, Louis Control Control Crowell, Low, Danvers, Louis Crowell, Loui David Crowell, Low, Danvers; Adeline Townsend, Risley, New York.

Salied-Bark Anina, Bremen; brig Clyde, Newry, Ire;
schr Charlotte Jamison, Martinique.
CHARLESTON, Feb 28—Cleared, schr Georgia, Orcutt,
Boston via Savannah.
March 3—Arrived, schr M E Mangam, Baracoa. Below,
bark Agnes Campbell (Br), from Shelburne, NS.
Salied—Schr Carrie Bonnell, Pinkham, West Indies.
4th—Arrived, sleamship Manhattan, Lockwood, NewYork.

York.
Sailed—Bark John B Duffus (Br.), Killam, Liverpool;
Schr Elizabeth Magee, Barnett, Roston.
CAMDEN, Me, Feb 24—Arrived, schr Fleetwing, Ken-Sailed—Bark John B Duffus (Br), Killam, Liverpool; schr Elizabeth Magee, Barnett, Roston.
CAMDEN, Me, Feb 24—Arrived, schr Fleetwing, Kensiston, New York.
FORTRESS MONROE, March 3—Passed out, bark Maggie V Hugg, from Baltimore tor Rio Janeiro; Pepita (Ger), Gatien, trom Bichmond for Rio Grande.
GALVESTON, Feb 22—Arrived, schr Thomas P Ball, Ryan, New York; 24th, ship L L Sturges, Linnekin, Havre; schr J H French, Hutchins, Pensacola.
Cleared 22d, bark Lainstor (Rus), Gringvish, Liverpoelibrig Lucy W Snow, Hall, Boston.
Sailed March S, steamship Clyde, Kennedy, New York via Key West. MOBILE, Feb 24—Cleared, ships Lady Russell, Leaby, verpool; Clara Kellan, Sproul, Bremen; brig Martha,

Genoa. Southwest Pass, Feb 25—Arrived, bark Sirius (Nor), Knudson, Marseilles. Salled—Steamships Juan C Meiggs, and City of Austin. Pass-a-Courae. Feb 25—Salled, sours J Ricardo Jova,

PASS-A-L'OUTRE, FEO 20 - Casiled, schrs Jos Maxfield, and Eina.

NEW BEDFORD, March 2 - Cailed, schrs Jos Maxfield, Baitimore: Hattle Perry, Chase, New York; Hastings, Chase, do: Argo, Besse (from Warcham), do.

NEWPORT, March I, PM-Arrived, schrs Harvest, Corwin: D Sawyer, Rogers: Mary E Gage, Church, and Sahwa, Kelly, Providence for New York.

24, PM-Arrived, schrs Jos Maxfield, Corson, New Bedford for Baltimore: Hastings, Chase, and Hattle Perry, Chase, do for New York. ford for Baltimore; Hastings, Chase, and Hattie Perry, Chase, do for New York. Sailed—Schr Laconia, New York. NEW LONDON, March S—Arrived, schrs Victoria, Am-boy for New York; Lizzie, Hoboken; J B Cunningham, Providence for New York. PENSACOLA, Feb 22—Arrived, schr Jefferson Borden,

erty was disposed of at equally good prices to various bidders, the Pacific Mail Company being the chief purchasers. The total sale amounted to about \$4300.

BRIG SPRINGBOR, 241 tons, built at Newport, NS, in 1865, has been sold at New York on private terms.

BRIG W D ANDREWS, 237 tons, built in Nova Scotia in 1863, metalled in Sept, 1870, has been sold to \$5000.

BRIG THOS WALTER, 172 tons, built at Wilmington, Dei, in 1866, and metalled in 1874, has been sold to \$5000.

SCHR ELIZABETH has been sold to Capt Enoch Perkins, and others, of Searsport.

SCHR HAERLINE, of Taunton, has been sold to parties on Cape Cod, on private terms, by R C Sturges.

SCHR MARY FLETCHER, of Bangor, 101 tons (in m) register, built at Pembroke, Me, in 1858, formerly owned by Capt B Wentworth, of Bangor, has been sold at Boston to Capt Enoch Perkins, awannes of Capt Rung, and others, of Serser, Me, on private terms.

Awannes To Captains—The President of the United States has awarded a gold watch and chain to Capt William M Thompson, of the steamship Oceanic, of Liverpool, in acknowledgment of the services he rendered to the officers and crew of the brig Mountain Eagle, of Seaon, whom he rescued from the sinking wreck of that vessel on Jan 5, 1872. Mass.
LEWES, March 3-3 P M-Vessel reported as a bark this morning is the ship Republic, from Bostos. Three-mast steamer went to sea at 11 A M. One schooner went to sea, All other vessels quiet. Tag Seth Low arrived last see. All other vessels quiet. Tug Seth Low arrived Inst might might not be the set of the set of the set of the set of the Show, Baltimore; Delmont, Gales, Norfols; Bowdoin, Randall, Port Johnson; Gem, Thomas, Rockland for New Snow, Baltimore; Delmon, Glack, Norther, Sondall, Port Johnson; Gem, Thomas, Rockhand for New York.
Cleared—Schrs Bramhall, Hamilton, Clark's Island, to load for New York; Sophie, Robinson, Boothbay, to load for Charleston.
2d—Arrived, brig F H Jennings, Ross, New York; schra Lizzle Bergg, Anderson, Hoboken; Frank Jameson, Knowlton, Newcastle, Del.
PORISMOUTH, NH, Feb 27—Arrived in lower harbor, schra Diploma, Pinkham, New York for Portland; Belle Brown, do for Rockland; Frank Jameson, Knowlton, Newcastle for Portland; Bowdoin, Raindall, New York for do; Clara Jane, Mallet, Hoboken for Saco; WG Bird, Blacklington, New York for Portsnouth.
PROVINCETOWN, March 3—In pert schr Hattie Baker, from New Orleans for Bosten.
In Vineyard Sound Ist, berk Blanche Howe, from New York for Portland; schrs Stolice, from Baltimore for Portland; Lucy M Collins, from do for do.
PROVIDENCE, March 3—Arrived, steamships Wm Lawrence, Hallett, Nortolk; Hunter, Sherm Whitford, Eddy, Mayagnez, PK; Willie Luce, Talber Nart, Barker, Elizabethport; Geo Markle, Hishop, Fort Johnson.
Nary Cobb, Humphrey, Baltimore; Mary Natt, Barker, Elizabethport; Geo Markle, Hishop, Fort Johnson.
Sailed—Schrs Marion Draper, Mendy, Potomne River, Vo, to load for Bath, Me; Freeman, McKenzie, Battimore.
ROCKPORT, Me, Feb 18—Sailed, schr Ruth Carleton,

Salied—Schrs Marion Draper, Meady, Fotomac River, Va, to load for Bath, Me; Freeman, McKenzie, Baltimore.

ROKPORT, Me, Feb 18—Sailed, schr Ruth Carleton, Smith. Charleston.

20th—Sailed, schrs W G Androws, Watts, Portsmouth, Va; St Croix, Eaton, Norlok.

27th—Salied, schr S Hart, Holbrook, Nortolk.

27th—Salied, schr S Hart, Holbrook, Nortolk.

SAN FRANCISCO, Feb 22—Ucared, bark Tugur (Rus), Lindholm, Vladerostook; schr Norway, Johnson, Victoria, VI.

Salied—Ship Vancouver, Brown. Liverpool; bark Corinca (Br), Watson, do.

1a port March 1, ships Malay, Clough, for Hong Kong, to sali same afternoon; Highlander, Willcomb, for Liverpool, would finish life same day.

SAVANNAH, Feb 27—Cleared, bark Ana (Sp), Millet, Barcelona (and sailed March 3).

March 3—Arrived, steamship Herman Livingston, Cheesman, New York at State Cheese (Cleared—Schriff M Bramball, Stout, New York; John L Tracy, Messerset, New Haven.

Salied—Steamship, Montgomery, Faircioth, New York; Johns March Barker, Jones, St John, NB; schr Effie J Simmons, Milliam, Schris S V Simmons, Williams, New York; Witter E Taber, Addriges, and March Ustralam Mooris.

Salled—Steamship Virro, Bulkley, New York; schrs J Salled—Steamship Virro, Bulkley, New York; schrs J L Tracy, Messervey, New Haven; M B Bramhall, Alex-ander, New York; E H Jones, Baker, Jacksonville. Put into Tybee 6th, bark Maria A White, from Cardenas for New York, short of water. SALEM, Maren 1—Salieu, schrs Jos P Comegys, Hub-bard, New Smyrna, Fu; Lottle Ames, from Savannah), Portsmouth; Lizzie B Gregg (from Elizabethport), Port land. -Arrived, schr Lizzle Smith, Gorham, Tangier, port, 6 PM, schr Rival, Dunton, from Portland for

2d—Arrived, schr latze, in port, 6 FM, schr Rival, Dunton, frem Forest, In port, 6 FM, schr Rival, Dunton, frem Forest, New York.

STONINGTON, March 2—Arrived, schr Harvest, Corwin, Frovidence for New York.

Sailed—Sloop Golden Leaf, New York.

WILMINGTON, NC, March 1—Arrived, schr George B

McFarland, McFarland, Boston.

WINTERPORT, March 1—Arrived, schr Stamps e, Dow, Boston, to load for Cuba.

### MISCELLANEOUS.

A BSOLUTE DIVORCES OBTAINED FROM COURTS
of different States; legal everywhere; no publicity;
no reesia advance; advice free; commissioner for every
FREDERICK 1 KING,
State.
Counsellor-at Law, 563 Broadway.

## A.—HERALD BRANCH OFFICE, BROOKLYN, corner of Fulton avenue and Boermu street Open from S.A. M. to 9 P. M. On Sunday from 3 to 9 P. M.

RHEUMATISM, RHEUMAWSM.-PROFESSOR MAC, the only conqueror on the globe by the discovery of his INFALLIBLE NEW NEW ZEALAND PLANTER, only can be consulted at 132 East Twenty-ninh street, New York. Hours 10 to 2 and 7 to 2. Apply for pamphlet or miraculous cures (unequalled in the world) when all other remedies fall, or at CAHILL & SHEATS brush manufactory, 155 fulton street, Brooklyn, sole agents, N. B.-A respectable female to wait on ladge.